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CENTRAL INTELLIGENCE GROUP

DATE:

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SUPPLEMENT

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STATE	WAR	NAVY	JUSTICE

1. Polish Railroads as a Factor in the Soviet Economic System.

Polish railroad transport is divided into two groups according to its tasks:

- a. Transport to and from the USSR.
- b. Polish internal transport and traffic with countries other than USSR.

Transport to the USSR takes precedence over other transport. Soviet authorities see to it that railroad transport working for the USSR functions punctually and effectively. A special Soviet office called "Tsupvoso" (Tsentralnoye Upravlenie Voyennikh Soobshchenii -- Central Administration of Military Communications), which is located in Warsaw (Praga), controls and directs transport through the Polish Ministry of Communications. Until recently the chief of Tsupvoso was General Rumiantsev, who has now been transferred to Moscow; his successor is Colonel Chernov. A special Soviet inspector is attached to each area railroad administration (Dyrekcja Kolejowa). There is a Soviet representative on the board of each traffic section.

Tsupvoso controls all military and freight traffic to and from the USSR -- the favored traffic -- and thus actually exerts control over all transport matters in Poland. It gives priority to Soviet state, military, and economic considerations..

2. Organization and Administration.

The organization and administration of the Polish railroads is based on the old Polish regulations which were in existence before 1939. The same regulations are still in force, but the "Instructions" are gradually being improved and brought up to date and published as they are ready. These instructions are in force in all the territory of Poland proper as well as in the regained territories. Neither German nor Soviet regulations are in use.

3. Military Transport.

Military transport matters, both Soviet and Polish, are regulated by a special office, formerly named "Biuro Wojskowe" (Military Bureau). It is located in the Ministry of Communications in Warsaw (Praga) and cooperates closely with Tsupvoso and with the Polish and Soviet General Staffs. The chief of this office is Orlowski, a member of PPR who was chief of a section in the Torm area railroad administration before the war.

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NO CHANGE in Class. ☐

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4. Track Gauges.

There is no information to show that any conversion from standard to Soviet gauge is contemplated. The only sector converted from Soviet to standard gauge so far is the Broclaw (Brosław) to Gliwice line. The Katowice-Lvov line is the only one with Soviet gauge, and this line is scheduled for conversion to European gauge as of 1 November 1947. Conversion plans are being prepared; however, it should be noted that the conversion was originally planned for completion in 1946 but was delayed because of a Soviet request that it be postponed a year. It is fully expected that the 1947 conversion plan will meet with the same fate.

Transfer from the European gauge to the wider Soviet gauge takes place at Brzesc Litewski (Brest Litovsk) and also at Gliwice (to the Gliwice-Katowice-Krakow-Przemysl-Lvov line).

The Krakow-Katowice-Gliwice line is the only one with a third rail. There were some similarly equipped sectors around Broclaw, but they are now being dismantled.

5. New Construction.

One new line from ... () Comment: It is suggested that Radomsko is meant and that the line would go via Konskie) to Radom is projected. 50X1-HUM

A second track has been laid on the Zebrydowice-Piotrowice line. There are no other changes on the Polish-Czechoslovak frontier.

No construction of new bridges has been started. Only reconstruction of old bridges damaged in the war is being carried out and that is progressing very slowly because of the shortage of materials. For example, the great bridge over the lower Vistula at Tczew (Dirschau, 30 km. south of Gdansk) on the line to Malbork (Marienburg) has not yet been repaired. The same is true of the Vistula bridge at Grudziadz (100 km. south of Gdansk). 50X1-HUM

The signals situation is very serious. There exists only the old, temporarily repaired system. At the larger junctions the signals and switches are centralized. Plans are in existence for the introduction of new type of installations of which the technical details are not yet known. () Comment: The Minister of Communications stated some time back that Poland desperately needed seventy-five tons of railroad signal equipment in 1946.)

The old telegraph and telephone communications of the railroad administration have been repaired. Automatic connections are being gradually introduced, so far only in the main railroad centers. For example, the Ministry of Communications (Warsaw-Fraga) has its own direct automatic connections with the area railroad administrations (Wyrekoje Kolejowe).

6. Dual Gauge Rolling Stock.

There are no dual gauge cars in Poland or in the USSR. They existed formerly in both countries but were all damaged during the war.

7. Braking System.

Westinghouse or Knorr equipment is in general use. Maintenance and repairs are carried out in Poland.

8. Railroad Works and Repair Shops.

All works and repair shops were destroyed by the Germans. Machine tools are lacking. The difficulties of reconstruction are very great. In factories and workshops only 10%-20% of the pre-war number of workers are employed with an average of 500-600 in each factory.

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The workshop at Wroclaw recently held a celebration over the 1,000th car repaired there.

The periodic overhaul of freight cars is now fixed at once in every four years instead of once every three years as before the war.

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Locomotive repairs are complicated by enormous technical difficulties.

Comment: The difficulties are increased greatly by the great variety of locomotives, some of which date back to 1920.)

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The following works are in operation (10%-20% of pre-war production)

Comment: It is suggested here on very good authority that the figure could safely be upped to 30%-50%, the rate of reconstruction of these works being very high):

Zieleniewski S.A., Krakow-Sanok

Cegielski S.A., Poznan

Direkcja Kolejowa (Area Administration) Workshops at:

Gdansk

Poznan

Bydgoszcz

Radom

Pruszkow

Gliwice

Katowice (equipment partly removed to the USSR)

Nowy Sacz (minor repairs)

9. The number of foreign cars (freight exchange) handled by the Polish railroad authorities is difficult to estimate, as the available statistics are in a rather chaotic state at present. It is impossible to estimate the number of Polish cars at present in the USSR. (About 5,000 cars are estimated to be missing from the "neighboring country" traffic with the USSR. No detailed information is available as complete chaos reigns in the matter of statistics.) The Soviet authorities require the rolling stock to be in good condition. The cars in good condition are retained, and old and damaged cars are returned. It is absolutely impossible to ascertain the numbers or dates or to keep any check on returns. Thus it is impossible to calculate the car rent due to Poland from the USSR. To date the USSR has not made any payment whatever to Poland on this account, although it expects payment from Poland for USSR cars in Poland.

The total number of cars is estimated at about 140,000, of which about 23,000 belong to the former PKP (Polskie Koleje Panstwowe - Polish State Railroads). German cars from the period of the occupation number about 80,000. Another 20,000 belong to other countries. The remaining 20,000 odd are continually under repair. Of the 6,000 locomotives about 5% are continually under repair. The general condition of the rolling stock is poor.

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There is no special Polish rolling stock for military transport (transport of tanks, etc.). Occasionally and in numbers difficult to estimate some special Soviet rolling stock is used but only on the Katowice-Lvov line and for Soviet transport only.

The condition of Soviet rolling stock in Poland is very poor. The number of cars is small, and they are all in need of repair and overhaul. Only about 20% of the cars required for the transport of coal to the USSR are sent by the USSR. The majority of these are ordinary flatcars capable of leading six to seven tons of coal.

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